



National Transportation Safety Board Aviation Accident Final Report

Location:	BISMARCK, ND	Accident Number:	DEN82DA171
Date & Time:	08/22/1982, 1253 CDT	Registration:	N3004B
Aircraft:	CESSNA 190	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

LEFT BRAKE FAILED. EXAMINATION REVEALED THE HYDRAULIC BRAKE LINE TO THE LEFT BRAKE HAD PULLED LOOSE FROM A UNION FITTING. THE LINE ALSO SHEARED BY THE SHIFTING OF THE GEAR BOX ASSEMBLY. THERE WERE SIGNS OF INADEQUATE FLARE TO THE TUBING IN THAT IT PULLED OUT OF THE "B" NUT & SLEEVE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation: LANDING - ROLL

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - IMPROPER
2. (C) MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL
4. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - DISCONNECTED
5. (C) FLUID,HYDRAULIC - EXHAUSTION

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

6. (F) DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
7. (F) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3: MAIN GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Findings

8. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD
9. LANDING GEAR,MAIN GEAR STRUT - FAILURE,TOTAL

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	49, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/17/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5030 hours (Total, all aircraft), 184 hours (Total, this make and model), 4325 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3004B
Model/Series:	190 190	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	7887
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	78 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2966 Hours	Engine Manufacturer:	JACOBS
ELT:	Installed	Engine Model/Series:	L6MB
Registered Owner:	JOHN SLAIS	Rated Power:	330 hp
Operator:	JOHN SLAIS	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	12 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	78° C / 0° C
Precipitation and Obscuration:			
Departure Point:	CASPER, WY (C)	Type of Flight Plan Filed:	VFR
Destination:	BISMARCK, ND (C)	Type of Clearance:	
Departure Time:	1004	Type of Airspace:	

Airport Information

Airport:	BISMARCK MUNICIPAL (BIS)	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	
Runway Length/Width:	8800 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Report Date:	08/22/1983
Additional Participating Persons:		
Publish Date:		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).